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APPENDIX XII.

[Vide item VI "Communications to the Council" on page 53 supra.]

PUBLIC WORKS AND LABOUR DEPARTMENT.

[SUBJECT.—*Question No. 42 asked by Mr. C. Gopala Menon at the meeting of the Legislative Council held on the 2'rd August 1927 regarding the maintenance and improvement of the Buckingham canal.*]

With reference to the hon. the Law Member's reply to a supplementary question by Mr. Koti Reddi in connexion with the above question, the following correspondence showing the proposals of Mr. N. P. Ayyar is laid on the table.

F. B. EVANS,
Secretary to Government.

(1)

Letter from Mr. N. P. AYYAR, to the Secretary to the Government of Madras.

I propose to run a motor launch service in the Buckingham canal to about 180 miles north and to about 40 miles south of Madras.

This service will, for the present, consist of eight launches, two dredgers, twenty cargo boats, eight boats for silt-clearing purposes and four inspection launches.

The launches will be 66 by 12 by $3\frac{1}{2}$ feet with a draft of 18 inches fully loaded and will have passenger accommodation on the top flat.

Each launch will be of 60 horse-power capable of carrying 50 tons of cargo and sixty passengers and of towing four boats with cargo, each boat carrying 30 to 35 tons.

The approximate cost of the eight launches, two dredgers, boats, etc., now proposed will be about Rs. 7,00,000 as per statement A. The fleet will be increased as demands require.

The launches will leave Madras and Kottapatam (or such other station as may hereafter be fixed) on every alternate day (Sundays excepted), that is, Mondays, Wednesdays and Fridays respectively. According to the regulated speed under rule 38 of the Navigation Rules together with the stoppages at the intermediate stations it will take about three days to reach either end. The present speed is limited to suit ordinary boat service only but if the speed limit is increased as may be necessary in the case of the contemplated scheme, the journey will be performed much earlier.

The canal being narrow and more or less unfit for navigation, so much so that several boats do not ply for want of water (about 200 boats are to my knowledge held up at the 163rd mile), has to be cleared of the silt and even broadened at certain places so as to maintain 3 to 5 feet depth of water at the shallowest parts and thus facilitate easy navigation; dredgers are absolutely necessary for this purpose.

The annual approximate cost of working two dredgers and of widening the canal wherever absolutely necessary will amount to Rs. 3,80,000 as set out in statement B. Each dredger is to be provided with four buckets of

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24 cubic feet each acting automatically, two at a time. On an average it will take about three minutes for each lift of all the four buckets. Each dredger will at that rate throw about 2,000 cubic feet of silt; making an allowance of 20 per cent for water about 1,600 cubic feet of solid matter will thus be thrown out in an hour, or 38,400 cubic feet of solid matter will be thrown out in a day. The winches will throw the mud beyond the banks of the canal where the canal is not broader than 30 feet, and where the canal is broader than 30 feet, the Superintending Engineer says, the silt can be dumped on either side. Each dredger will therefore throw out 1,152,000 cubic feet of solid matter in thirty days. The working expenses of each dredger for thirty days will, if the dredging operation forms part and parcel of the launch service, be about Rs. 7,500 only as compared to Rs. 14,400 which it now costs Government to throw out the same quantity at the average scheduled rate of Rs. 12-8-0 per 1,000 cubic feet, the scheduled rate being Rs. 14 to Rs. 11 per 1,000 cubic feet. Further, the present method must necessarily take longer time and be less satisfactory.

Government has been spending lakhs of rupees on this canal but without any satisfactory result; this year an expenditure of Rs. 2,18,600 under 'extensions and improvements' has been provided for this canal as against an expected revenue of Rs. 77,574 only, which is about a third of the expenditure. I annex hereto a statement marked C, showing how the said revenue of Rs. 77,574 or thereabouts is expected to be realized.

Government has, for some time, been contemplating to double the present licence fees; but could not, on account of the present unsatisfactory state of the navigability of the canal, carry it out. In the event of the canal being made easily navigable with at least 3 to 5 feet of water right through and all the year round, the traffic will enormously increase, more than double the present number of boats will ply, the licence fees can be doubled as contemplated and other sources of income will proportionately increase. Statement D will give an approximate idea of the increased revenue as suggested above.

I have had a talk with the Superintending Engineer, Madras Circle, about my proposal. He said he would find full work for the dredgers if I can get them and that he would also give me all possible help.

It will take two or three years to complete the first dredging of the canal and the Government may have to contribute a little more in the next year's budget. But once the canal is wholly dredged and a minimum depth of 4 or 5 feet is obtained, then the canal can be maintained at that state at an annual cost of Rs. 50,000 only.

From the abstract which is hereto annexed it will be seen that the total cost of the scheme for the present will be about Rs. 17,20,000. This is inclusive of one year's working capital. The expected income is estimated to be about Rs. 80,640 per month or Rs. 9,67,680 against a working expenditure of Rs. 7,20,000 for the launches and dredgers. It may be observed, however, that the above estimated income can be expected only after the first year.

If Government will be pleased to help me and allow me some concessions, I shall also contribute a portion of my profits towards the dredging and widening of the canal so as to have 3 to 5 feet of water at all seasons, as it will also be to my interest to keep the canal sufficiently deep so as to run my launches easily and as quickly as possible and get the service connected

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with the Kistna and Godavari canals also so that I may get full freight for my launches without which the service cannot work with profit. It is needless to add that such connexion with the Kistna and Godavari canals will be of considerable advantage and profit to Government also.

The concessions required are—

- (1) To place the current year's Budget amount at my disposal.
- (2) To consult me in regard to the provision in the next year's Budget.
- (3) To give me financial aid for my proposed launch service in the form of grant and loan. I leave it entirely to the pleasure of Government to decide what amount should be given by way of grant and how much by way of loan; but would suggest a grant of Rs. 5,00,000 and a loan of Rs. 10,00,000.
- (4) To give me the monopoly of the canal so far as launch service is concerned, i.e., no other launches should be allowed to run.
- (5) To give me free grant of sites to build offices, jetties, wharfs, godowns, barracks, etc., at the required places.

ENCLOSURE

Abstract showing estimated income and expenditure.

	RS.	A.	P.
Income—			
Each trip from Kottapatam to Madras at 100 tons of cargo at Rs. 15 per ton ...	1,500	0	0
Each trip from Kottapatam to Madras at 60 passengers at Rs. 3 each ...	180	0	0
Total per trip for each launch ...	1,680	0	0
or			
Thirty-two trips per mensem for 8 launches at four trips each ...	53,760	0	0
Thirty-two trips from Madras to Kottapatam at half the amount as exports are less than imports to Madras ...	26,880	0	0
Total for one month ...	80,640	0	0
or for one year ...	9,67,680	0	0
Expenditure—			
Cost of launches, dredgers, etc., as per statement A (I) ...	7,00,000	0	0
Cost of buildings as per statement A (II) ...	1,00,000	0	0
Cost of widening canal ...	2,00,000	0	0
Cost of working 2 dredgers for one year, statement B (I) ...	1,80,000	0	0
Cost of working 8 launches, etc., for one year, statement E ...	5,40,000	0	0
* Total for one year ...	17,20,000	0	0

* I.e., only Rs. 7,20,000 for working expenses.

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STATEMENT A.

	RS.
I. Eight launches 66' x 12' x 3' of 60 h.p., 18" draft with about 60 passengers' accommodation and 4 latrines; protected from sun and rain, fitted with electric lights, and capable of carrying 50 tons of cargo and of towing 4 boats of 20 tons each fully loaded, at Rs. 45,000 each	3,60,000
Twenty steel cargo boats of 20 tons each at Rs. 7,500 each	1,50,000
Four inspecting launches at Rs. 5,000 each	20,000
Two dredgers 50 h.p. with automatic double buckets of 24 cubic feet each and electric lights, etc., at Rs. 50,000 each	1,00,000
Eight steel boats at Rs. 7,500 each	60,000
Tools, pans, chains, etc.	5,000
Miscellaneous	5,000
Total ...	7,00,000
II. Cost of buildings	1,00,000

STATEMENT B.

I. Eight engine drivers at Rs. 60 per mensem ...	480
Four steersmen at Rs. 60 per mensem	240
Four cleaners at Rs. 25 each	100
One mechanic	100
Crude oil at four gallons per hour	6,000
Lubricating oil	1,000
Three hundred and twenty coolies at Rs. 10 per day ...	6,000
Eight maistris at Rs. 40 per mensem	320
Miscellaneous	760
Total per mensem ...	15,000
or for one year Rs. 1,80,000	
II. Widening canal for about 50 miles at several places between Ennore and Chinthamoney and Swarnamukhi and Kandalur reaches at Rs. 4,000 per mile.	2,00,000

STATEMENT C.

Present source of expected revenue.

Licence fee of about 400 passenger boats of about 20 tons each at Rs. 4 per ton (8,000 tons)	32,000
Licence fee for 600 cargo boats of about 17 tons each at Rs. 3 per ton (10,200 tons)	30,600
Wharfages at Madras, Adyar, Papanchavadi, etc. ...	15,000
Total ...	77,600

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STATEMENT D.

Source of increased revenue when canal is cleaned.

	RS.
Licence fee for 1,000 boats as in Statement C above, at double the present rates	1,25,000
Licence fee on double the number of cargo boats as stated in Statement C above, with better facilities	1,25,000
Licence fee of launches, boats, etc., of the service ..	10,000
Proportionate increase in the wharfage, etc.	65,000
Total ...	<u>3,25,000</u>

STATEMENT E.

Launch service expenses.

Thirty-two drivers at Rs. 60 each per mensem	1,920
Twenty-four steersmen at Rs. 60 each per mensem	1,440
Thirty-two cleaners at Rs. 25 each per mensem	800
Crude oil	30,000
Lubricating oil	2,000
Eighty coolies at As. 10 per day	1,500
Twenty maistris at Rs. 25 each per mensem	500
Four inspectors at Rs. 100 each per mensem	400
Eight clerks at Rs. 50 each per mensem	400
One manager	200
Sixteen clerks, accountants, etc., at Rs. 100 each per mensem	1,600
Miscellaneous expenses	4,240
Total ...	<u>45,000</u>
For one year Rs.	<u>5,40,000</u>

(2)

Endorsement of the Chief Engineer for Irrigation, to Mr. N. P. AYYAR,
dated the 14th December 1925, No. 4498/25-B-1.

[Reference.—Letter number and date nil from Mr. N. P. Ayyar,
Kesava Bagh, Whites' Road, Royapetia.]

[SUBJECT.—Motor Launch Service—Buckingham Canal.]

Launches of the size and draft described would not have the carrying capacity supposed.

The Suez Canal is very wide and heavily revetted, yet the speed has to be restricted to five miles per hour, and the boats are steered by specially engaged pilots—employees of the canal owners. In the narrow, unrevetted Buckingham Canal where the banks are of sandy, salt, friable soil, speed would have to be limited to four miles per hour or less.

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Supposing the launches in the north section do sixty miles a day including stops they will be at work for about 18 hours daily yet Statement B only provides for one driver, half steersman and half a cleaner.

Page 1 of letter speaks of towing four cargo boats each boat to carry 30—35 tons but Statement A speaks of four boats each of twenty tons fully loaded. The size mentioned in the statement is not likely to be exceeded with a launch of only 60 h.p.

Page 2 of letter. The kind of dredgers proposed is not stated. The remark about “winches will throw mud” has no meaning.

Statement D is a very sanguine forecast of extra revenue from traffic development. The source of traffic is not given nor any other data. The present exports, sources, route and transport charges need comparison with proposed route and transport cost.

Long distance traffic could only be obtained by diversion of existing railway traffic. As the railway is a Government concern and has not nearly approached its full carrying capacity it is useless to expect Government to spend a lot of money to change its assured income into one that is problematical.

(3)

Letter from Mr. N. P. AYYAR, to the Chief Engineer for Irrigation, dated the 15th December 1925, No. Nil.

With reference to your Endorsement No. 4498/25-B-1, dated the 14th instant, I have to say as follows :—

Paragraph 1.—My Engineer is Mr. W. H. Lockley. He thinks that launches of the size and draft described can be constructed having the carrying capacity mentioned.

Paragraph 2.—I have no personal knowledge of the Suez Canal but have personal knowledge, for about 25 years of the Twante Canal and other narrow and shallow canals in Burma through which almost all the launches of every firm in Burma run. The Irawadi Flottilla Company, not to say of any others, itself possesses a fleet of over 100 launches some of which are very big. They all run through these canals.

I have inspected the Buckingham Canal thoroughly from the Basin Bridge up to Kottapatam—a distance of about 180 miles—alighting at several intermediate stations and have scrupulously and critically inspected the banks and have also noted that the canal is narrow at several places and the speed would have to be limited at present to four miles per hour, and it was therefore that I said in my scheme that the launches will take about three days each way—vide paragraphs 6 and 7 of my scheme. It is my intention to handle this part of the canal first.

At present ordinary boats take 8 to 10 days with favourable winds and about three weeks with unfavourable winds to go each way.

Paragraph 3.—Statement B is a statement of the approximate cost of working; two dredgers and the eight engine drivers, etc., provided therein are for working the dredgers only. For the eight launches, thirty-two engine drivers and other requisite staff have been provided—vide Statement E of the scheme submitted.

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Paragraph 4.—What is mentioned in page 1 of my scheme is the towing capacity of each launch ; but the boats referred to in statement A are proposed to be constructed of a smaller carrying capacity so as to enable the launches to pull them without difficulty. If necessary, the size of the boats will be increased to the capacity mentioned in paragraph 1 of my scheme. My Engineer thinks that a 60 h.p. launch is capable of doing the work.

With regard to the kind of dredgers, I have given a sketch of these and the launches to the hon. Member for Irrigation. Before submitting the scheme to the hon. Member, I saw the Chief Engineer and the Superintending Engineer and expected and still expect their help and support.

With regard to the remark about “winches throwing the mud . . .”, I rely on my Engineer whose reputation for professional capacity is not, I hope, doubted or disputed. I shall, if so desired, bring him over to explain this or any other matter upon which you require explanation.

Paragraph 5.—There will be a very great increase in the kind of goods that now come and go as well as several others, when easy navigation is made feasible.

Paragraph 6.—I do not, in my humble opinion, think that a diversion of traffic to reduce the railway traffic will, or can result. The distance from Rangoon to Bhamo is over 400 miles. There are regular lines of launches belonging to the Irawadi Flottilla Company between these places and the intermediate stations. There is also the railway service ; yet, there is neither any decrease nor diversion of traffic in either line. Originally the means of communication between Rangoon and Moulmein were the Irawadi Flottilla Company's launches alone. About ten years ago Moulmein was connected by railway and both railway and launch services are working quite satisfactorily. There are other similar instances which I refrain from mentioning for the sake of brevity and to avoid trespassing upon your valuable time. The opening of the Buckingham canal for easier and quicker transport of goods is, as I understand, a keen public necessity and will considerably relieve Madras the prices of food-stuffs and firewood which latter seems to have gone up in price from Rs. 12 to Rs. 26 per ton. I enclose a cutting from the *Hindu* of the 9th December for your kind perusal.

In conclusion, I beg to request that full consideration may be given to the facts (i) that if the scheme is approved and sanctioned, I become, as stated in paragraph 14, an interested party in the quick, lasting and permanent welfare of the canal and will therefore spare no cost or pains to achieve that end as speedily as possible and (ii) that as stated in paragraph 12, I offer to maintain the canal at an annual Government contribution of Rs. 50,000 only after the completion of the first dredging operations. I shall be obliged if you will allow me a short interview so as to explain matters more fully.

(4)

Memorandum from the Chief Engineer for Irrigation, to N. P. AYYAR, Esq., dated the 5th February 1926, No. 4498/25-B-2.

[Letter from N. P. Ayyar, Esq., dated 15th December 1925.]

A comparison of the railway fares with the freight charges proposed shows that the railway fare is cheaper and therefore no long distance traffic will go by the canal. The undersigned is not at present convinced of the

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utility of the scheme. It is for the applicant to produce figures of probable traffic (kind of goods, and places between which they are likely to be carried) which will justify his proposal.

(5)

Letter from N. P. AYYAR, Esq., No. 78, Poonamallee High Road, Kilpauk, Madras, to the Chief Engineer for Irrigation (through the Superintending Engineer, Madras Circle), dated the 7th April 1926.

Adverting to your Memorandum No. 4498/25-B-2, dated the 5th February 1926, I annex hereto a statement (marked statement I) of the probable kinds and quantities of goods likely to pass through the Buckingham canal if it is kept in a navigable condition all the year round as stated in my scheme. For ready reference and comparison, I also annex hereto a statement (statement II-A) giving actual figures of kinds, quantities and value of goods that passed annually through the canal between the years 1891-92 to 1896-97 and another (statement II-B) giving only the total quantities and value of goods for the years 1899, 1902 and 1902-03 to 1910-11 and a third (statement II-C) giving the amounts of revenue and expenditure for a few years.

2. A perusal of these statements will show—

(i) that the canal traffic and revenue increased with the navigability of the canal and decreased with difficult navigability;

(ii) that the canal was at its best (suitably to the means of silt clearance then possible) in 1895-96 when 331,298 tons of goods valued at Rs. 2,57,59,488 passed through the canal and yielded a revenue of Rs. 1,14,788 against an expenditure of Rs. 62,059; and

(iii) that the traffic and revenue will again increase with easy navigability.

The striking increase in the present market value of goods over what prevailed in the years between 1891-92 to 1896-97 is an important factor to be remembered in estimating the probable imports and exports. With the above as the basis of the probable estimate and the informations contained in statement I as to the kinds and quantities of goods, and giving due consideration to the advancement of times, I hope you will be satisfied of the possibilities which are likely to result by the scheme proposed by me.

3. Industries, enterprises and other sources and means of development which were not even thought of in those days are now keenly looked forward to and undertaken, so much so that every village, not to say of towns, will vie with one another as soon as they find that they have a regular and safe means of transport to take their goods to a marketable centre and I venture to say that the actual figures of imports and exports will far exceed those in statement I. But for fear of lengthening this letter, I would have very much desired to give a few instances of the several industries started and given up for want of proper transport facilities and of several others which will be revived or started on the prospect of easy transport.

4. I take this opportunity of reiterating that a diversion of railway traffic is not even likely to happen by reason of the canal being made navigable as from Ennur the railway line takes a westerly direction leaving the canal at distances varying from 10, 20, 30 and even 40 miles and more till about Kavali; from there to about Bapatla the distance between the railway line and the canal varies from 4 to 8 miles; but from Bapatla the distance becomes greater again; to keep the canal in this unnavigable condition is to shut out over 200 villages and towns several of which are devoid of any road

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connecting them with the distant railway stations. Several such villages are surrounded by fertile lands and mountains wealthy not only for the timber but also quarries and mines which, if prospected as contemplated, would yield mica, slates, corundum, hematite, copper, manganese, etc.

5. The classification of goods in Statement II-A was not made for the purpose of freight; all the goods irrespective of their liability to greater or less freight have been brought under seven classes which, when classified for freight purposes according to the Railway Goods Tariff, will comprise all classes mentioned therein. The average railway freight—vide Goods Tariff, Part I, Chapter 1 (page 42)—will be about Rs. 22 per ton for 180 miles, whereas the average freight proposed by me is only Rs. 15. For example, my freight for firewood* will be about Rs. 7 as against the railway freight of about Rs. 10 per ton; my freight for paintst, etc., will be about Rs. 31 as against the railway freight of about Rs. 47. As my guide in fixing the freight I have kept in view the principle that water transport is cheaper than land transport and that the charges of even expensive canal transport should not be more than two-thirds of the railway freight.

6. I am sure you will have noted from my scheme that my launch service, in addition to being a general means of conveyance, will also be a great help to the boat owners in being able to do their voyages quicker in spite of adverse winds as my launches will be constructed to be capable of towing boats on hire a facility which I have specially kept in view so that the number of boats and consequently the Government revenue will increase rapidly.

7. It will also be seen from Statement II-A that the north canal is longer and more important and is capable of affording a quicker return than the south canal to both the Government and myself and this was why I proposed to handle that part of the canal first. But I do not propose to neglect or delay handling the south canal. Until the north canal is set right, which I hope to be able to do in the first year, the operation in the south canal will be confined to manual labour under my supervision and I propose to see myself that all the amount of the budget provision is used in a satisfactory way. From the second year a dredger will be at work in the south canal which will be deepened by a foot or two according to necessity.

8. Before closing I beg to impress on you that the majority of the citizens of Madras are poor, death-rate is increasing, diseases are growing in numbers and poverty is staring at the faces of many. What they look forward to is at least one meal; what they require for this are rice, salt and firewood. These the canal in a navigable condition can bring in plentifully and at prices within the reach of the poor. For want, or dearness, of firewood several poor people would be seen using dry leaves swept from the roads and gardens. Electricity, however cheap, will not help them. They do not care for and cannot afford luxuries. It was more with a desire to help to relieve these suffering people, than with any selfish desire for gain, that I spent a considerable sum of money and fully 2½ months in inspecting the canal and ascertaining all the sources and quantities of supply and demand.

If these facts weigh with you I trust you will recommend to Government the early passage of my scheme so that I may arrange to commence my operations early and see that the Buckingham canal, now amongst the 'unproductive' ones, soon becomes, as it truly deserves, a part of the 'productive' ones.

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STATEMENT I.

The Buckingham Canal.

Particulars of kinds and quantities of expected transport when in a navigable condition.

Classification as per Statement II-A.	Number.	Name of goods (kind).	Quantity.	Remarks with actuals for 1923-24.	
			TONS.	TONS.	VALUE. RS.
1. Firewood	1	Firewood	150,000	106,246	14,87,440
2. Food-grains	2	Paddy	10,000		
		Rice	30,000		
		Beaten rice	500		
		Beans	5,000		
		Blackgram	5,000		
		Greengram	2,500		
		Horsegram	3,000		
		Dhal	5,000		
		Chillies	2,000		
		Groundnut	10,000		
		Sesamum seed	5,000		
		Ragi			
		Maize			
		Karamoni			
		Cholam			
		Wheat	12,000	11,202	20,97,987
		Mustard and other miscellaneous food- grains.			
		Total	50,000		
3. Salt	3	Salt	120,000	90,305	79,46,840
4. Building materials ..	4	Building materials * ..	80,000	48,342	7,24,289

* This will include logs, squares, sizes, scantlings, planks, cement, iron and brass fittings, paints, varnish, tiles, bricks, corrugated iron sheets, pots, vessels, etc.

Note—

Two thousand boats carrying on an average 20 tons each and performing about 12 trips annually will carry about	TONS.	480,000
Eight launches performing 32 trips a month and carrying about 150 tons (to and fro) will carry annually		57,600
Total		537,600

Supposing the number of boats is only 1,000 as at present licensed and the transport reaches only the actual as in 1895-96, namely, 331,298 tons only, even then the annual Government net profit will be Rs. 1,10,000 as below :—

Expenditure—

Interest on Rs. 5,00,000 at 6½ per cent per annum	RS.	32,500	RS.
Annual Government contribution		50,000	
Establishment, etc.		7,500	
Total		90,000	

Income—

Licence fee doubled on 1,000 boats		1,25,000	
Do. on launches		10,000	
Wharfage, etc.		65,000	
Total		2,00,000	

Difference representing profit .. 1,10,000

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STATEMENT I—*cont.**The Buckingham Canal—cont.*Particulars of kinds and quantities of expected transport when in a navigable condition—*cont.*

Classification as per Statement II-A.	Number.	Name of goods (kind).	Quantity.			Remarks with actuals for 1923-24.
			TONS.		VALUE.	
Provisions	5	Oilman stores ..	5,000			
		Gingilly oil ..	2,000			
		Groundnut oil ..	3,000			
		Caster oil and seeds ..	2,000			
		Kerosene oil ..	10,000			
		Coconut oil ..	2,000			
		Linseed oil ..	5,000			
		Oil-cakes ..	5,000			
		Matches ..	5,000			
		Liquor ..	2,000			
		Newspaper (bales) ..	5,000			
		Miscellaneous stores ..	4,000			
		Total ..	60,000			
6. Coal	6	Coal	50,000			
7. Cotton piece-goods, etc., yarns.	7	Cotton, piece-goods, etc., yarns.	50,000			
		Miscellaneous such as minerals, shells, fish, etc.	50,000			
		Grand total ..	650,000			

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TRUTH ALONE TRIUMPHS

STATEMENT II-A.

The Buckingham Canal.

Statement showing the kind, quantity and value of goods transported through the canal between
1891-92 and 1896-97.

Number and classification kind. (1)	Route. (2)	1891-92.		1892-93.		1893-94.		1894-95.	
		Quantity. (3)	Value. (4)	Quantity. (5)	Value. (6)	Quantity. (7)	Value. (8)	Quantity. (9)	Value. (10)
		TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.
1. Firewood .. {	South canal ..	19,949	1,19,694	21,240	1,27,440	25,670	1,54,020	23,684	1,60,104
	North canal ..	42,868	2,57,208	59,456	3,56,736	58,478	3,50,868	53,783	3,22,698
	Total ..	62,817	3,76,902	80,696	4,84,176	84,148	5,04,888	80,467	4,82,802
2. Food-grains .. {	South canal ..	1,351	68,555	1,185	72,950	1,062	45,465	1,225	76,945
	North canal ..	46,058	18,00,300	61,188	20,05,935	51,802	17,75,750	52,092	18,91,085
	Total ..	47,409	18,68,855	62,373	20,78,885	52,864	18,21,215	53,317	19,68,030
3. Salt .. {	South canal ..	10,299	8,23,920	14,724	11,77,920	11,219	8,97,520	10,666	8,53,280
	North canal ..	18,318	14,65,440	29,337	23,46,960	34,240	27,39,200	41,129	32,90,320
	Total ..	28,619	22,89,360	44,061	35,24,880	45,459	36,36,720	51,795	41,43,600
4. Building materials. {	South canal ..	567	13,914	497	12,493	420	1,260	452	1,355
	North canal ..	21,927	2,09,695	22,850	1,52,055	20,524	61,572	22,408	67,224
	Total ..	22,494	2,23,609	23,347	1,64,548	20,944	62,832	22,860	68,580
5. Provisions .. {	South canal ..	3,803	3,73,335	1,917	1,82,545	4,299	4,29,900	3,830	3,83,000
	North canal ..	6,058	6,62,625	14,504	15,17,325	6,497	6,49,700	10,815	10,81,500
	Total ..	9,861	10,35,960	16,421	16,99,870	10,796	10,79,600	14,645	14,64,500

STATEMENT II-A.

The Buckingham Canal.

Statement showing the kind, quantity and value of goods transported through the canal
between 1891-92 and 1896-97.

Number and classification kind.	Route.	1895-96.		1896-97.		Comparative value per ton.	
		Quantity. (11)	Value. (12)	Quantity. (13)	Value. (14)	Before 1897. (15)	In 1923. (16)
		TONS.	RS.	TONS.	RS.	RS.	RS.
1. Firewood ..	South canal ..	24,211	1,45,266	17,651	1,05,906	6	14
	North canal ..	49,392	2,96,352	44,398	2,66,388	..	..
	Total ..	73,603	4,41,618	62,049	3,72,294	..	..
2. Food-grains ..	South canal ..	1,990	1,27,130	2,292	1,47,555	60 to 70	about 187
	North canal ..	53,770	18,83,210	29,221	11,86,575	..	..
	Total ..	55,760	20,10,640	31,513	13,34,130	..	..
3. Salt	South canal ..	11,215	8,97,200	10,535	8,42,800	80	88
	North canal ..	87,132	69,70,560	78,594	62,87,520	..	..
	Total ..	98,347	78,67,760	89,129	71,30,320	..	..
4. Building materials.	South canal ..	738	2,214	3,744	11,232	3	15
	North canal ..	27,411	82,233	29,425	88,275	..	..
	Total ..	28,149	84,447	33,169	99,507	..	..
5. Provisions ..	South canal ..	3,458	3,45,800	3,809	3,80,900	100	about 655
	North canal ..	11,963	11,96,300	11,435	11,43,500	..	..
	Total ..	15,421	15,42,100	15,244	15,24,400	..	..

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Statement showing the kind, quantity and value of goods transported through the canal
between 1891-92 and 1896-97—*cont.*

Number and classification kind.	Route.	1895-96.		1896-97.		Comparative value per ton.	
		Quantity. (11)	Value. (12)	Quantity. (13)	Value. (14)	Before 1897. (15)	In 1923. (16)
		TONS.	RS.	TONS.	RS.	RS.	RS.
6. Coal	South canal ..	11	132	34	408	12	..
	North canal ..	26,847	3,22,164	33,308	3,99,696	..	..
	Total ..	26,858	3,22,296	33,342	4,00,104	..	..
7. Cotton, piece- goods, iron tools, etc.,	South canal ..	1,979	1,32,607	2,027	1,39,044	400 to 450	1,000 to 1,500
	North canal ..	31,181	1,33,53,020	27,752	1,15,51,791	..	..
	Total ..	33,160	1,34,90,627	29,779	1,16,90,835	..	..
	Grand total ..	331,298	2,57,59,488	294,225	2,25,51,590	..	..

Statement showing the kind, quantity and value of goods transported through the canal
between 1891-92 and 1896-97—*cont.*

23rd January 1923]

Number and classification kind. (1)	Route. (2)	1891-92.		1892-93.		1893-94.		1894-95.	
		Quantity. (3)	Value. (4)	Quantity. (5)	Value. (6)	Quantity. (7)	Value. (8)	Quantity. (9)	Value. (10)
6. Coal	South canal ..	TONS. 17	RS. 204	TONS. 8	RS. 96	TONS. 10	RS. 120	TONS. 8	RS. 96
	North canal ..	8,125	97,500	12,266	1,47,072	14,110	1,69,320	26,237	3,14,844
	Total ..	8,142	97,704	12,264	1,47,168	14,120	1,69,440	26,245	3,14,940
7. Cotton, piece- goods, iron [tools, etc.	South canal ..	945	85,859	849	1,25,790	1,233	1,41,835	1,258	1,04,550
	North canal ..	24,797	54,57,338	14,340	45,87,151	21,065	45,37,940	24,285	92,74,572
	Total ..	25,742	55,43,197	15,219	47,12,941	22,298	47,79,775	25,493	93,79,122
	Grand total ..	205,082	1,14,33,587	254,311	1,28,12,468	250,629	1,20,54,470	274,822	1,78,21,574

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STATEMENT II-B.

The Buckingham Canal

Statement showing quantity and value of goods transported each year between 1899 and 1911.

Year.	Quantity.	Value.	Year.	Quantity.	Value.
	TONS.	RS.		TONS.	RS.
1899	202,984	1,72,64,639	1905-06	243,763	65,27,430
1902	182,979	72,44,333	1906-07	224,934	52,44,879
1902-03	227,111	97,97,127	1907-08	329,957	51,32,315
1903-04	179,984	49,10,894	1908-09	274,688	45,16,658
1904-05	228,791	66,24,282	1909-10	196,429	36,33,495
			1910-11	281,943	55,73,654

REMARKS—I have not been able to get the figures for the years 1912 to 1923.

STATEMENT II-C.

The Buckingham Canal.

Statement showing the total amount of revenue and expenditure between the years 1880 and 1925.

Years.	Revenue.	Expenditure.	Years.	Revenue.	Expenditure.
	RS.	RS.		RS.	RS.
1880-81	...	1,22,929	1899-00	1,05,140	57,000
1881-82	...	81,503	(1899)		
1882-83	...	1,14,030	1900-01		55,000
1883-84	...	1,23,564	1901-02	72,157	52,000
1884-85	47,188	70,858	(1902)		
1885-86	54,593	93,097	1902-03	70,226	64,797
1886-87	60,949	76,238	1903-04	67,727	84,338
1887-88	69,140	94,294	1904-05	69,184	55,355
1888-89	73,855	84,685	1905-06	64,433	63,939
1889-90	78,808	1,06,110	1906-07	67,079	64,977
1890-91	1,01,366	80,004	1907-08	69,289	95,977
1891-92	1,08,339	1,21,098	1908-09	69,796	67,549
1892-93	1,09,498	80,561	1909-10	69,394	68,976
1893-94	1,08,383	80,067	1910-11	67,735	64,798
1894-95	1,14,708	62,885	1923-24	78,927	2,11,912
1895-96	...	62,059	1924-25	67,603	2,31,900
1896-97	...	64,113	1925-26	77,574	2,16,700
1898-99	...	60,000			

REMARKS—All the figures that I have been able to get have been included here.

23rd January 1928]

APPENDIX XIII.

[Vide item VI "Communications to the Council" on page 54 supra.]

PUBLIC DEPARTMENT.

[*Legislative Council 18th October 1927—Question No. 512 by Mr. G. Hari-sarvottama Rao, M.L.C.—Government servants—Contribution to All-India Khadi Fund—Prohibition.*]

With reference to the Hon'ble the Revenue Member's reply to a supplementary question by Mr. S. Satyamurti, M.L.C., in connection with the above question, rules 22 and 23 of the Government Servants' Conduct Rules are laid on the table of the Council:—

Rule 22—Political agitation and meetings.—(1) A Government servant may for the purpose of removing misapprehensions, correcting misstatements and refuting disloyal and seditious propaganda defend and explain in public the policy of the Government. Save, however, as provided in rules 17, 18 and 19 a Government servant may not make any communications to the Press in regard to the policy or acts of the Government without the sanction of the Local Government or such superior authority as the Local Government may prescribe.

(2) In any action taken under sub-paragraph (1) a Government servant should, as far as possible, refrain from making any reference to the personality of parties or individuals who may be in opposition to the Government; and when elections are impending, he must give no ground for the suggestion that any statements of facts or views made by him have been made with the object of influencing electors in favour of or against any party or individual candidate.

Rule 23—Taking part in political movements and elections.—

(1) Subject to the provisions of rule 22 and to any special instructions of the Local Government, a Government servant shall not take part in, or subscribe in aid of, any political movement in India or any political movement relating to Indian affairs. Where there is room for doubt whether any action which a Government servant proposes to take will contravene this rule, he shall refer the matter to the Local Government or the authority to which he is immediately subordinate, and thereafter shall act in accordance with such orders as may be passed by such Local Government or authority.

(2) A whole-time Government servant shall not canvass or otherwise interfere or use his influence in connection with, or take part in, any election to a legislative body :

provided that a Government servant who is qualified to vote at such election may exercise his right to vote, but if he does so, shall give no indication of the manner in which he proposes to vote or has voted.